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WILLIAM GREEN, President

WEEKLY NEWS SERVICE

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WASHINGTON, D. C., SATURDAY, MARCH 24, 1934

FRANK MORRISON, Secretary

VOL. 24, NO. 12

Green Says Auto Manufacturers Put Ban on Workers' Right to Organize

Demolishes Silly Charge of Automobile Chamber of Commerce That A. F. of L. Seeks to "Run" Automobile Industry—Motor Officials Wantonly Violate Labor Section of Recovery Act, Which Prohibits Employers from Interference with Trade Union Activities of Their Employees.

Washington.—William Green, president of the American Federation of Labor, a statement today, with facts, completely demolished the asinine fallacy of the National Automobile Chamber of Commerce, that the deep unrest among the automobile manufacturing industry is the result of a deep lead scheme of the United Automobile Workers' Union, affiliated with the A. F. of L., to dominate the automobile industry. He declared that the major object of the A. F. of L. unions is to secure for the workers the right accorded them by the labor section of the Recovery Act to organize in bona fide unions and to bargain collectively to adjust industrial disputes. This right, he said, the motor magnates had used all their powers to nullify, despite the mandatory provisions of the Federal law.

Right to Organize Is Real Issue
The ease of domination of the automobile industry, he said, is not a new thing. It is a fundamental issue, namely, whether the automobile industry will be run by the American Federation of Labor or by the automobile manufacturers.

There is no such issue involved in the Green recovery act. It is a question of the right to organize in bona fide unions and to bargain collectively to adjust industrial disputes. This right, he said, the motor magnates had used all their powers to nullify, despite the mandatory provisions of the Federal law.

Let Workers Choose Their Own Union
The recovery act, he said, is a law that gives the workers the right to choose their own union. It is a law that gives the workers the right to choose their own union. It is a law that gives the workers the right to choose their own union.

Manufacturers Belong to Employers' Unions
The automobile manufacturers, he said, are not workers. They are employers. They are not workers. They are employers. They are not workers. They are employers.

Company Unions Promoted
The automobile manufacturers, he said, are not workers. They are employers. They are not workers. They are employers. They are not workers. They are employers.

Auto Workers by Thousands Enroll Voluntarily in A. F. of L. Unions
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Green Denies Manufacturers' Canard That Strike Is Fomented to Force Organization on Employers Against Their Will—Industrial Peace and Economic Freedom by Collective Bargaining Is Labor's Aim.

Washington.—The senseless charge made by the National Automobile Chamber of Commerce that a strike of the automobile workers is being fomented by the American Federation of Labor, he said, is a complete lie. It is a complete lie. It is a complete lie.

Manufacturers Responsible for Strike
The automobile manufacturers, he said, are not workers. They are employers. They are not workers. They are employers. They are not workers. They are employers.

Employers Refuse to Organize
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Economic Freedom for Workers
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Auto Strike Is Certain Unless Right of Collective Bargaining Is Granted
The automobile manufacturers, he said, are not workers. They are employers. They are not workers. They are employers. They are not workers. They are employers.

William Collins, National A. F. of L. Representative, Says Workers Demand Enforcement of Labor Section of Recovery Act, Including Company Union Ban.

Detroit.—There is no possibility of stopping the proposed strike of the automobile workers unless they are granted the absolute right, guaranteed by the National Recovery Act, to collective bargaining free from company interference. This is the position of William Collins, national representative in Detroit of the American Federation of Labor, on leaving here with a delegation of the United Automobile Workers' Union to the A. F. of L., to attend the annual convention of the union called by President Roosevelt in Washington.

Mr. Collins said the American Federation of Labor had placed the following proposals before General Hugh S. Johnson, Recovery Administrator, before March 23 to supervise elections in the auto plants, letting the workers decide whether or not they want union organization.

That the auto companies guarantee to deal with any organization chosen without coercion by the workers and representing a majority of them.

That the Labor Board immediately settle complaints in which workers are injured or discriminate them as "violence warrants."

That the Government create a code of labor law to protect the workers from being taken advantage of by the auto companies.

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Connery Condemns Auto Magnates For Lawless Company Union Policy

Declares Manufacturers' Persistent Violation of Labor's Right to Organize, Guaranteed by Recovery Act, Is Responsible for Automobile Workers' Fight to Secure Justice Under the Law.

Washington.—Congressman William P. Connery of Massachusetts called for the House, today, the recovery act, for the purpose of securing justice for the automobile workers who own and control the automobile industry.

Employers First Recovery Act
Speaking in the House of Representatives, Mr. Connery said that the recovery act is a law that gives the workers the right to choose their own union. It is a law that gives the workers the right to choose their own union.

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Green Denies Manufacturers' Canard That Strike Is Fomented to Force Organization on Employers Against Their Will—Industrial Peace and Economic Freedom by Collective Bargaining Is Labor's Aim.

Washington.—There is a strike of the automobile workers. It is a strike of the automobile workers. It is a strike of the automobile workers.

Free Selection of Representatives
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ROOSEVELT CONVENES AUTO STRIKE PARLEY

Asks Officials of A. F. of L. Unions to Defer Strike Pending White House Conference—Company Union Manufacturers Also Summoned to Washington.

Washington.—President Roosevelt intervened in the debate between the organized automobile workers and their union employers in the Detroit area by asking the representatives of the American Federation of Labor unions which had called the strike for March 19 to defer it pending a conference at the White House to consider the question.

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Roosevelt Urged to License Auto Manufacturers to Secure Labor's Legal Rights Guaranteed by NRA

Green Suggests Using NRA Provision Which Gives the President Power to Suspend the Right to Do Business Unless the Act and the Chief Executive's Rules for Its Administration Are Obeyed.

Washington.—The suggestion that President Roosevelt use his licensing authority to compel the automobile manufacturers to obey the provisions of the National Industrial Recovery Act, which bans company unions, is being made by the American Federation of Labor, which has called the strike for March 19 to defer it pending a conference at the White House to consider the question.

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We shall one day learn to suppress politics by education.

CLINTON